



TRANSPORTATION ADVISORY COMMITTEE.

Arlington Planning Department, 730 Mass Ave,
Arlington MA, c/o Daniel Amstutz.

Date: November 10, 2020.
To: TAC
From: Chestnut St. Working Group.
Subject: Potential Chestnut St. Improvements – Draft for Discussion Only

Memorandum

This memo follows up on the discussion of Chestnut St. at the October 2020 meeting. It presents various improvements that have been suggested in the past and at the October meeting. Included are short descriptions of benefits and disadvantages to help the discussion at tonight's meeting.

1. Suggested Improvements

Short term

- Remove the crosswalk at Chestnut Terr. -- The DPW has expressed concern that the existing crosswalk is too close to the Chestnut St./Mystic St. intersection in contradiction of the Town's crosswalk spacing standards.
- Retain the crosswalk at Chestnut Terr. -- The concern with removing the crosswalk is that pedestrians will cross in that location without a marked crosswalk, increasing risks to their safety.
- Install pedestrian crossing flags. -- This has already been done.
- Moving the crosswalk sign on the south side of Chestnut Street at Chestnut Terr. from the east side of the crosswalk to the west side of the crosswalk. -- The proposed location is where the sign would normally be located.
- Installing advance crosswalk warning signs on both approaches to the crosswalks at Chestnut Terr. and Medford St. -- Advanced warning signs would help increase driver awareness of the crosswalks and are used at other crosswalks in the Town.
- Repairing the sidewalk across the Russell Common parking lot driveway on the south side of Chestnut St. Detectable panels should be installed on both sides of the driveway. The existing sidewalk is in poor condition and not ADA compliant.

Medium Term

- Mark one 12-foot travel lane in each direction. – In conjunction with other suggested improvements below, this would narrow the travel way, encouraging drivers to travel at lower speeds.
- Install an eight-foot parking lane on the north side of the road that would extend from east of the Chestnut Terr. crosswalk to the Medford St. crosswalk. The 50-foot cross section of the roadway can accommodate a parking lane which would help narrow the travel way, encouraging lower vehicle speeds.
- Install five-foot bicycle lanes on each side that would also extend from east of the Chestnut Terr. Crosswalk to the Medford St. crosswalk. The 50-foot cross section could accommodate bike lanes in addition to the parking lane described above. A number of bikes were observed using Chestnut St.
- Install a three-foot buffer between the bicycle lane and the travel lane on the south side of the road. The buffer would also extend back to Medford St.
- Install a bump out at the Chestnut St. crosswalk on the north curb that would match the proposed parking lane and extend eight feet into the roadway. A bump out would shorten the crossing distance for pedestrians and make them more visible to on-coming traffic. Initially, a temporary bump out could be installed to allow for an assessment of its effects on pedestrians, bicyclists and vehicles. Based on that assessment, a decision can be made whether a permanent bump out should be installed.

Long Term

- Install a five-foot pedestrian refuge island in the crosswalk centered on the double yellow line. This also could be tested with a temporary installation and, if found effective for pedestrians, a permanent refuge could be installed. The DPW has indicated that they believe a pedestrian island would cause maintenance issues for the Town and that this is not a good location for an island.
- Install a Rectangular Rapid Flashing Beacon (RRFB) at the Chestnut Terr. Crosswalk similar to the one on Mill St. at the Minuteman Bikeway crossing. The beacon would draw drivers' attention to pedestrians using the crosswalk.
- Reconstruct the intersection of Chestnut St. and Mystic St. to eliminate the sweeping right-turn lanes. This would replace the three-segment pedestrian crossing with a one-segment crossing and would reduce the speed of right-turning vehicles.

Transportation Advisory Committee Members:

Daniel Amstutz (Planning), Michael Barry, Wayne Chouinard (Public Works),
Lenard Diggins, Thouis (Ray) Jones, Melissa Laube, Jeff Maxtutis, Howard Muise (Chair),
Tycho Nightingale, Officer Corey Rateau (Police), Scott Smith, Laura Swan, Shoji Takahashi

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- Replace the intersection of Chestnut St. and Mystic St. with a roundabout. This would reduce travel speeds for vehicles entering and exiting the intersection. It might also replace the three-segment pedestrian crossing with the single segment crossing located closer to the Chestnut Terr. crosswalk, allowing for removal of that crosswalk. Based on traffic volumes collected in 2012, the roundabout may need to include two lanes. The DPW is investigating the feasibility of a two-lane roundabout in that location.

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